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SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

CD NO.

COUNTRY

East Germany

DATE DISTR. 27 March 1953

SUBJECT

1. Construction of Rail Check Points Around West Berlin
2. Frankfurt/Oder Marshaling Yard
3. Construction Projects

NO. OF PAGES 5

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(LISTED BELOW)DATE OF  
INFO.SUPPLEMENT TO  
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special construction project is connected with the establishment of rail check points around West Berlin. These check points are designed to seal off West Berlin from the remainder of the city. At an unspecified date, through-traffic on the Berlin interurban railroad system will come to an end. Passengers who travel between West Berlin and East Berlin will have to change trains at the zonal border and will be subjected to a close control. The following rail check points will be established:

Falkensee	Erkner	Berlin-Friedrich Strasse
Staaken	Mahlsdorf	Saarmund
Griebnitzsee	Ahrensfelde/Friedhof	Baumschulenweg
Stahnsdorf	Hohenneuendorf	Treptower Park. 1
Mahlow	Hennigsdorf	
Gruenau	Ahrensdorf	
Buch		

The construction work connected with the establishment of these rail check points is to be completed by 1 March 1953 at the latest. It is believed that the check points will start functioning about early April. <sup>1</sup>

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2. information on the Frankfurt/Oder marshaling yard:

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- a. The Frankfurt/Oder marshaling yard is a through depot west of the Frankfurt/Oder passenger station on the northwestern town perimeter. At its eastern end, it is connected to the passenger station by a double-track freight line and Track No 212, which extends via Frankfurt/Oder to Eberswalde. Connections available at the western end of the installation include : one to the double-track Berlin-Guben main line through the double-track freight line to the Rosengarten passenger station; and another one to the single-track Eberswalde-Frankfurt/Oder line through a double-track freight line to Boosen. Traffic at the installation is heavy to the Foundry Combine East and a cement works under construction near Frankfurt/Oder. The marshaling yard is scheduled to be enlarged. <sup>2</sup>

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25 YEAR RE-REVIEW

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1. The Frankfurt/Oder marshaling yard (Vbf. Fko) principally handles traffic to Poland and the U.S.S.R. Transit trains to the U.S.S.R. are assembled there. Freight trains from or to Poland (four trains daily) and Brest Litovsk (15 trains daily) arrive from or are dispatched to the following railroad stations: Kuesstrin, Guben, Wriezen, Therswalde, Rummelsburg, Seddin, Cottbus, Senftenberg, Neupetershain, Falkenberg, Fuerstenberg, Raasdorf, Frankfurt/Oder passenger station. A total of 57 through freight trains originate at the Frankfurt/Oder marshaling yard. It also is the terminus for 37 and 18 trains arriving daily from Poland and Brest Litovsk respectively. The proscribed quota of freight cars to be handled every day is 2,260 cars. At present, 1,750 freight cars are dispatched daily. Seven trains passing daily through the installation are partly processed there. Sidings extend from the marshaling yard to the Deutsche Schiffahrts und Gaschlag-Betriebszentrale (German Shipping and Transshipping Agency) and to the Derunaphit Company.
2. Locomotive maintenance points are available both at the marshaling yard and the Frankfurt/Oder passenger station. The locomotive maintenance point at the marshaling yard provides locomotives for transit trains originating at the installation. In special cases, the marshaling yard furnishes brigade locomotives for missions within East Germany or for track maintenance trains in the Frankfurt/Oder area. Seven engine houses are assigned to the locomotive maintenance point at the Frankfurt/Oder passenger station.
3. Technical facilities available at the Frankfurt/Oder marshaling yard include:
  - (1) Operations:
    - two main and two auxiliary humps; two model Buessing scotch block type brakes at Hump Fgn and three such brakes at Hump Fgl.
  - (2) Traffic:
    - two sidings for loading tracks and a siding provided with a crane (total capacity: 110 freight cars);
    - one side and end-loading ramp with two tracks;
    - one ramp for the loading of inflammable materials, 140 meters long;
    - one ramp for the loading of livestock;
    - one freight shed with a usable floor space of 2,000 square meters;
    - one loading ramp for 15 cars;
    - two track scales with a capacity of 40 and 35 tons;
    - one transloading crane with a lift capacity of 20 tons;
    - one slewing crane with a lift capacity of 10 tons;
    - one loading gauge.
  - (3) Equipment and Facilities:
    - one enginehouse with eight engine stalls each 21.5 meters long, and 22 stalls each 37 meters long;
    - one traverser, 20 meters long, load capacity: 200 tons;
    - one turntable, 21 meters in diameter, load capacity: 150 tons;
    - one turntable, 23 meters in diameter, load capacity: 350 tons;
    - one maintenance enginehouse;
    - one electrically operated grab crane with a capacity of 2.5 tons;

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two steam cranes with a capacity of six tons each;  
 one elevated coal loading ramp;  
 two coal bins, one for 2,900 tons of briquettes, the other for 2,300 tons of hard coal, about 90 tons of briquettes and 100 tons of hard coal are issued daily;  
 two sand houses with 20 cubic meters of sand each;  
 four water columns with a discharge capacity of four cubic meters of water per minute, the daily water consumption at the installation is about 2,000 cubic meters;  
 two compressors for the repair of locomotives;  
 one warm water washing plant built over four stalls;  
 one four-spindle axle drop table built over four stalls;  
 various facilities for running repairs on freight cars;  
 one water tower with a storage capacity of 600 cubic meters.  
 Water pumps are being installed. Three water columns, one electrically operated transloading crane and one water purification plant are available.

a. Equipment available at the locomotive maintenance point of the Frankfurt/Oder passenger station includes:

One semi-circular enginehouse with 12 stalls, each 24 meters long, 9 stalls, each 22 meters long, and 9 stalls, each 17 meters long;  
 two turntables, each 23 meters in diameter and with a load capacity of 35 tons;  
 one coal loading platform;  
 one auxiliary coaling plant;  
 one sand house with elevated sand container;  
 two coal bins with a capacity of 6,000 tons, 36 tons of briquettes and 55 tons of hard coal are issued daily;  
 three water columns with a discharge capacity of three cubic meters per minute;  
 two compressors;  
 one warm water washing plant;  
 one water tower with a storage capacity of 200 cubic meters.  
 Two repair shops with 10 tracks, each 54 meters long and 11 tracks, 64 to 128 meters long, are available at the Frankfurt/Oder minor repair shop for railroad cars (Bw).

f. Production quota:

The total of railroad cars to be handled daily at the installation has been fixed at 2,321 cars. Hump Fgn has been assigned a daily quota of 1,506 cars, while the corresponding quota for Hump Fgl has been fixed at 1,452 cars. Pushing-off speed has been fixed at 2.2 km for Hump Fgn and 2.4 km/h for Hump Fgl. At present, a total of 1,800 freight cars is handled daily at the marshaling yard.<sup>2</sup>

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1. Construction projects which have been classified as important for the East German economy include:  
 The reconstruction of the second track on the Guben-Cottbus-Falkenberg line.<sup>3</sup>  
 Reconstruction of the dismantled Templin-Frenzau line.<sup>4</sup>  
 Construction of the Nordwestring Berlin.<sup>5</sup>  
 Reconstruction of the second track on the Jueterbog-Grossbeeren line.<sup>6</sup>

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- b. A total of 136 km of rails will be needed for construction work in the first quarter of 1953. However, only 80 km of rails have been made available so far. At present only one third of the requirements of bolts has been met.
- c. According to the 1953 construction program, bridges to be built for the Nordwestring Berlin include:
- One over the Grossschiffahrtsweg near Hennigsdorf.
  - One over the New Canal.
  - One over the Lake Templin.
- A railroad bridge near Neuruednitz. 8 Use of material from other dismantled bridges will make it possible to build these bridges with superstructures for one track. 9 However, Major Karolin (fnu 10 must approve the dismantling of two railroad overpasses at Bornholmer Strasse, Berlin, as proposed by the Director General, Erwin Kramer. A total of about 2,000 tons of steel, of which 1,000 tons will have to be plates, would be required for the construction of the second track on the three railroad bridges for the Nordwestring.

1. Comment: Information on these construction projects designed to complete the sealing off of West Berlin was transmitted previously. However, the SCC, allegedly, has ordered that the execution of these construction projects be postponed.
2. Comment: The installation handles 70 to 80 percent of the Soviet transit traffic. Five of the locomotive columns employed for Soviet transit traffic through Poland are stationed at Frankfurt/Oder.
3. Comment: The completion date for the double tracking of the Guben-Falkenberg line was late 1952. However, by that date only the Falkenberg-Gollmitz section, i.e. about one third of the entire line, was complete.
4. Comment: The completion date for this project is 30 April 1953.
5. Comment: This information refers to the Birkenwerder-Mustermark section of the Berlin railroad bypass.
6. Comment: In 1952, only the Ludwigsfelde-Trebbin section of the line mentioned was double tracked.

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7. [ ] Comment. These bridges are required for the Nordwestring Berlin.
8. [ ] Comment. The reconstruction of this bridge, which is also referred to as bridge near Zaeckerick/Neuruednitz, was probably decreed for strategic reasons. [ ]
9. [ ] Comment. Information on the dismantling of bridge sections from closed railroad lines was transmitted previously. [ ] 25X1
10. [ ] Comment. Major Karolin (fnu) is assigned to the Transportation Section of the SCC.

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